

OCCASION

Each Demonstrations of the Latest Civil
Aircraft

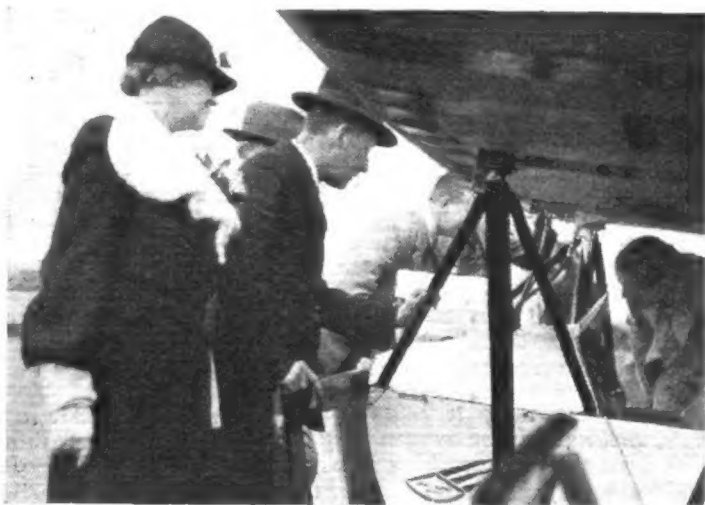
(photographs)



Reading contingent: (left to right) Mr. C. O. Powis, Mrs. Stent, Mrs. Powis, Mrs. F. G. Miles, Mr. Miles

ally furnished Heinkel He 70, used as a flying test bed by the Rolls-Royce Company (and capable of about 240 m.p.h. with a Kestrel); a high-wing cabin monoplane (two Gipsy Majors) specially built in Austria to the design of the Archduke Anton of Hapsburg; and even an old but sturdy little Westland Widgeon, guarded by wire terrier which, from his place in the cockpit, said rude things to anyone who approached.

After the reception of the guests by the President of the Society, Lt. Col. Moore-Brabazon, Mr. E. G. Hordern opened the flying programme with the Heston Phoenix (200 h.p. Gipsy Six), giving a demonstration thoroughly characteristic of the machine—that is to say, one which showed how admirably the Heston Aircraft Co. have combined a useful turn of speed (118 m.p.h. top) with real silence; it was a pity that the comfort and quietness of the five-seater cabin could not have been equally well demonstrated to those unacquainted with it. The actual flying in this demonstration, though consisting of little more than beautifully executed steep turns



Government investigation of the Pou question! Lt. Col. Sir Francis Shelmardine (Director-General of Civil Aviation) and Lady Shelmardine inspect the Abbott-Baynes cantilever machine.

and hesitating stalled turns, was as effective as any. Aeroplanes are, after all, means of transport in the concrete rather than the ecstatic sense.

Capt. E. W. Percival followed, displaying the speed (170 m.p.h.) of the four-seater Vega Gull by low-altitude passages at full throttle, and then proceeding to various semi-aerobatic evolutions, concluding with some impressive flaps-down dawdling. The light green monoplane, sunlit against a dark storm-cloud, made an attractive picture.

Two engines next took the air, Mr. Macphail performing in the new De Luxe Monospar (90 h.p. Pobjoy Niagara II's). In the interests of improved fore and aft and directional stability, twin rudders (with a greater elevator surface made possible thereby) have been experimentally fitted to this machine, and it is likely that on later models this layout will be standardised. *Inter alia*, Mr. Macphail gave a convincing safety demonstration, flying with one engine idling and, in fact, making gentle turns against the one useful motor.

Next, Mr. F. G. Miles took up the new "Whitney Straight Special," which is a side-by-side two-seater with very ample luggage accommodation, designed either for touring or training. A note on this machine appears on page 516 and a photograph will be found on p. 503.

Those who were not aware of its presence, and who noticed it for the first time in the air, might have been mildly puzzled by its appearance, for a typically Milesian rudder goes with wheel spats more suggestive of a Gull's, instead of the familiar trousers of the Major and Falcon—all of which sounds like an essay in some new science of sartorial ornithology. It is doubtful if Mr. Miles' demonstration would have been fully appreciated by everyone, though the full control while with the flaps down was most impressive. Even more so was the deliberately careless take-off—turning